Rs. 50,000 and that in itself warranted the scheme suggested being taken in hand without delay. Then, there was the question of exports of the produce of his Association, *viz*, Tea and Rubber, which, it was estimated for the current year, would be 3,000 tons, to be sent from Punalur and Tenmalai to the port of Tuticorin for shipment. If there was a convenient outlet port in Quilon, those goods would find their way to Quilon and incidentally would be sent over a greater stretch of the Government Railway than at present, and he believed that the 3,000 tons of tea and rubber he mentioned above would mean about Rs. 10,000 added to the Railway receipts.

Further, His Highness' Government, in common with the British Government, recently imposed an export tax of Re. 1½ per 100 lbs. on Travancore-grown tea. It had been estimated that at present the annual output of Travancore-grown tea was about 20 million lbs., so that the new tax would bring in a revenue of some Rs. 3 lakhs yearly. In view of all that, the request he made, *viz.*, that they might be given a cheaper and more convenient outlet port for their produce, was an extremely modest one, especially when they knew that the initial cost would be comparatively small. He need not say anything about the large benefit that the opening of the Quilon port would be to the public at large. About that aspect of the matter, Government had been frequently memorialized. It was undoubted that it would be a great boon to the public, as was also the fact that it would be a paying concern to the State. In conclusion, the Member pointed out that he had been purposely brief as the facts were all well-known to Government. He would only say that the time had now come when the matter should no longer be shelved.

Dewan's reply.—The Member's suggestion will be considered.

25. Extension and improvement of the Valiathura pier at Trivandrum.

Mr. S. V. E. A. Balasubramanya Pandaram (Member, Trading Classes, Trivandrum) tendered his best thanks and those of the local merchants to Government for what had been done so far to develope trade. Still, it could not be forgotten that more things remained to be done to improve trading facilities. Though a branch of the Bank of Madras had been opened at Trivandrum, full advantage could not be taken of it because of the absence of shipping facilities of the kind at Cochin, Alleppey and Tuticorin. Great difficulties were being experienced in landing goods from steamers which anchored at the Valiathura roads. On account of the great distance at which the steamers dropped anchor, goods, whether for import or export, had to be transhipped in boats. The boatmen in the course of the transit of those goods took the boats a long distance either northwards or southwards and stole a portion of the goods. Even after the goods arrived at the shore, they were heaped very close to the water with the result that the goods were exposed to sun and rain and got damaged. Further, Trivandrum being the capital of the State, there ought to be a decent harbour which should be constructed on a much better scale than that at Alleppey. The Member's suggestions for improving the Valiathura port were :—

(1) Extending the present bridge by 250 feet.

(2) Putting up four additional cranes to afford better facilities for the export and import of goods.

(3) Constructing sheds at the northern and southern sides of the bridge so as to enable the goods being stored and thus protected from sun and rain.

(4) Opening a Police Sub-station at the Pier to see that the goods landed were safe.

(5) Reducing the bridge-toll from Re. 1 to ½ Re. for 100 bags, as was the case in 1090.

(6) Putting up wire fences on the two sides of the bridge.

Dewan's reply.—The Government have already taken some steps for the improvement of the Port under the advice of the Port Officer. An estimate for Rs. 76,000 has been sanctioned for the purpose. But it could not be definitely said when it will be possible to start the works. The suggestions of the Member are noted.

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